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INFORMATION REPORT

REPORT NO.

25X1

CD NO.

COUNTRY USSR (White Sea)

DATE DISTR. 24 Nov. 1952

SUBJECT Port of Onega

NO. OF PAGES 2

DATE OF _____

NO. OF ENCLS.
(LISTED BELOW)

PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. [REDACTED]
2. Along the Murmansk coast, there appeared to be a patrol craft located about every ten miles. These craft were of about 5,000 to 6,000 tons (sic) and resembled trawlers.

The lights in the White Sea did not correspond with the charts. The radio signals, however, were strong and good. They checked with information contained in the American publication, Radio Navigational Aids, H. C. Pub. No. 205. The only discrepancy noted was that they sent signals every hour and not only on odd or even hours, as indicated in the book. There were lights in the markers at the entrance to Omega harbor. The sandbar is well marked

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the maximum draft across the bar and that vessels had to cross at high tide.

3. The pier is located on the northern bank of the estuary of the Onega River. It is a wooden pier in bad repair and without any equipment. It is long enough to accommodate three vessels.

4. [redacted] a crane mounted on a truck on the pier. [redacted]
[redacted] The cargo was brought to the ship on the usual lumber
trucks and lighters. The lighters came from a saw mill on the other side
of the river.

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5. [REDACTED] the saw mill

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[illegible]

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at the pier is Number 36.

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6. The entire saw mill area, including the pier, is fenced in, and there is an armed female guard at the gate. The saw mill was operating. [REDACTED]

[REDACTED] a chimney, which [REDACTED] estimated to be 50 meters tall. The lumber storage area was almost empty. The cargo was brought directly from the saw mill. The small amount of lumber which was stored in the area was obviously old.

7. The lighters which brought the lumber to the ship were wooden. There were two types, one modern flat lighter and one old-fashioned, deep lighter. The tugs which towed the lighters were small vessels of about 50 to 60 tons. There was considerable traffic of large tugs towing large lighters all day. They went as far up the river as [REDACTED] could see and were always empty going up and loaded when they returned. Their principal cargo was props. The tugs were large sea-going tugs of about 200 tons, and the lighters, which were iron, were of about 1,000 to 2,000 tons. They varied slightly in size, but all had a donkey engine and winches. The number of posts and booms varied, but the largest lighters had as many as four posts. [REDACTED] some of these lighters out in the White Sea, but none

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was observed along the Murmansk coast. [REDACTED] a passenger boat arrived from Arkhangelsk twice a week. [REDACTED]

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[REDACTED] It was approximately 1,000 tons and appeared to be a new, modern vessel. It looked like a freighter but never carried any freight. It did not tie up at the pier but anchored in the estuary, and the passengers were taken ashore in motor boats and deposited next to the lumber pier. [REDACTED] few passengers. The ship spent one day in the harbor during every visit. There was a small naval vessel at anchor [REDACTED] every night. During the day, it was tied up at a pier near the ship. The craft resembled a large, modern boat but had no guns on board. [REDACTED] it carried a crew of 10 to 15 men.

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8. The workers in the port of Onega worked 20 hours a day in two shifts of 10 hours each. Most of the workers were men, but some women had lighter jobs. There were sufficient workers available to load three ships simultaneously.

9. All streets in the vicinity of the pier were paved with wood, which was practically rotten. The Inflat office is located in a barrack at 7 on the German city map. There was a railway in the vicinity of the saw mill. [REDACTED] only freight cars on the tracks. Most of the lumber which was floating on the river consisted of pit props. [REDACTED]

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1. [REDACTED] Comment. See report on Onega, [REDACTED] which locates the Inflat office at 9 on the German city map.

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SECRET [REDACTED]

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